

FEB 1952 51-4AA

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

25X1A

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY USSR (Far East)

DATE DISTR. 6 February 1953

SUBJECT Soviet Troops and Supply Installations in
the Far Eastern Military District

NO. OF PAGES 1

DATE OF
INFO.

NO. OF ENCLS. 1 (of 7 pages)
(LISTED BELOW)

PLACE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

25X1X

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Attached is a report on Soviet troops and supply installations in the
Far Eastern Military District.

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Soviet Troops in the Far Eastern MD

<u>25X1X</u>	<u>Town</u>	<u>Date</u>	<u>Installation</u>	<u>Location</u>	<u>Occupation</u>	<u>Remarks</u>
	Khabarovsk (48-30N, 135-06E).	1947 to March 1950.	<div></div> <p>1. Fuel depot, about 150 meters square, consisting of one building with a pumping plant; five above-ground tanks, five meters high, about ten meters in diameter, and painted silver-gray; and eight underground tanks, about 15 meters long and 1.5 meters in diameter; equipped with a railroad spur and surrounded by a board fence.</p> <p>2. Motor vehicle repair shop. A new installation, about 300 x 150 meters, equipped with a railroad spur and enclosed by a board fence.</p>	<p>Southeastern sector of the city, about 1,000 meters southwest of the Khabarovsk II Railroad Station.</p> <p>Adjoining the fuel depot.</p>	<p>The depot was subordinate to an MVD headquarters in Khabarovsk. The construction of the installation was started in 1947; the tanks had been installed by spring 1948. Fuel was picked up by army and MVD trucks all day. Between 1100 and 1300 hours, fuel was picked up only by civilian consumers.</p> <p>The installation was referred to as Khodavoy Park and was a large motor vehicle repair shop. It was subordinate to the MVD, and MVD Captain Sakhanov (fnu) was in charge of the installation. It included one boiler house 40 meters long</p>	

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and 15 meters high, equipped with four horizontal boilers and a smokestack about 40 meters high; one power plant with three steam turbines; two assembly shops, about 50 meters long and constructed of wood; one engine repair shop, about 60 meters long constructed of wood; one machine shop about 60 meters long constructed of brick; six convict huts; and six log-houses serving administrative purposes. Passenger cars and trucks were overhauled in the repair shop. About 15 vehicles were handled daily. Minor replacements were made in the repair shop. Large components and castings were supplied from other plants located in the city. The

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vehicles overhauled at the installation belonged to army and MVD units. The majority of the vehicles came in and were shipped away by rail. The work force was about 1,500 forced laborers and about 900 convicts, working on two ten-hour shifts.

1945 to March 1946.

1. Supply depot consisting of ten wooden storehouses, about 60 x 30 meters; three wooden warehouses, about 150 x 40 meters; one motor vehicle repair shop; one Japanese PW camp; and one administration building, about 50 meters long.

On the eastern bank of the Amur River, adjoining the mouth of the Plyuominka River (sic) to the east, on the east side of a bazaar. Some of the installations were located in the building compound.

The installation served as a central depot and distributing point for rations and clothing in the Military District. One colonel, to whom a guard unit of about 100 men and about 100 civilian workers were subordinate, was observed to be the ranking officer. Incoming shipments, which were made partly by truck and partly by freight streetcar, originated from the railroad station

According to the headings of the ration lists, the depot was directly subordinate to the Khabarovsk military command.

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and the harbor. The items stored in the depot were picked up by trucks belonging to the units. The units of the army and the Amur Fleet stationed in and around Khabarovsk were supplied from this depot.

2. Supply depot, about 200 x 100 meters, consisting of 18 wooden storehouses, about 30 x 10 meters each; all arranged in three lines, supported by concrete foundation walls and equipped with indoor field railway tracks. The depot was connected with the main railroad station by a railroad spur.

Northeastern sector of the city, about 400 meters east of the passenger station.

The depot was referred to as a ration and clothing bulk reduction point serving the units of the military district. It was guarded by about 50 troops wearing red epaulets. About 100 civilian workers worked in the depot. Incoming shipments were made partly by rail and partly by truck. About 20 cars came in daily. Shipments made by truck came in from the harbor. Outgoing shipments were made by rail and truck, the trucks belonging to the units.

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Birobidzhan
(48-48N,
132-57E).

1945 to
October
1948.

Prior to
September
1947.

Billets of three
three-story brick
buildings, enclosed
by a brick wall.

Northern sector of
the city several
hundred meters north-
east of the railroad
station on the Trans-
Siberian Railway.

The division, which
had been stationed
in Szombathely,
Hungary, was trans-
ferred to Birobidzhan
in August 1945 to be
rebuilt. Prior to
October 1948, the di-
vision headquarters
had been stationed
in Birobidzhan and
some elements of the
units of the division
were located in
Khabarovsk.

Occupied by an of-
ficer candidate
school of about
300 troops wearing
golden stripes,
about one cm wide,
bordering the
edges of their
collars. Accord-
ing to civilians,
the trainees were
commissioned as
junior lieutenants
before being dis-
charged from the
school.

A large machine and
motor vehicle depot
consisting of long
storehouses, enclosed
by a board fence and
topped by some lines
of barbed wire, was
located in the southern
sector of the city. A
vast number of motor
vehicles of every type
were stored in the open.

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Prior to
July 1947.

Barracks installation, about 400 meters square, consisting of one yellow, four-story building, about 100 meters long; one motor vehicle repair shop; 50 tents; and one storage yard. The installation was located at the foot of a hill, and enclosed by a barbed-wire fence.

West of the city at the foot of a prominent hill.

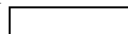
The installation was referred to as tank and artillery barracks. The strength of the units located in the installation was estimated at not less than 1,500 men. They were inspected by a general from Khabarovsk monthly. Weapons and vehicles stored in the yard included three JS tanks, equipped with long gun barrels with muzzle brakes; 12 SP guns, with superstructures set up on the rear section of the vehicles, and barrels not projecting beyond the nose, bogie wheels, and track-supporting rollers; 12 rocket launchers with three frames topping each other; six rocket launchers with noticeably long launching frames projecting beyond the drivers' cab; six

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rocket launchers on
two-axle trailer
chassis with launch-
ing frames about
three meters long;
ten blocked-up
Studebaker trucks;
10 to 15 caterpillar
tractors; and 20
small cross-country
motor vehicles
equipped with cir-
cular tracks.

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